CLAIMS

1. A tire for a heavy vehicle, comprising a radial carcass reinforcement radially surmounted by a working crown reinforcement, composed of at least two continuous working crown plies formed by metal reinforcing elements which cross from one ply to the next, forming angles α, α' of between 10° and 35° with the circumferential direction, wherein the working crown reinforcement is completed on each side of the circumferential center plane by at least two half-plies whereof the metal reinforcing elements form angles β, β' greater than the smallest of the angles α, α' with the circumferential direction, wherein that half-ply extending axially furthest outwards is in contact with the axially widest continuous working crown ply, and wherein the two half-plies radially cover the axially outer end of the said axially widest working ply.

2. A tire according to Claim 1, wherein the continuous plies and the working half-plies are composed of non-extensible metal reinforcing elements.

3. A tire according to Claim 1, wherein at least one of the half-plies has a zone covering the end of the narrowest crown ply.

4. A tire according to Claim 1, wherein the reinforcing elements of one of the half-plies are at an angle at least 10° greater than the smallest of the angles α, α'.

5. A tire according to Claim 1, wherein the reinforcing elements of the half-plies cross one another.

6. A tire according to Claim 1, wherein the working crown reinforcement is completed by a protective reinforcement composed of at least two plies of resilient metal reinforcing elements.

7. A tire according to Claim 6, wherein a protective ply has an axial width greater than the width of the axially widest working ply.

8. A tire according to Claim 6, wherein the radially outer protective ply has an axially outer end between the axially outer end of the half-ply extending axially least far outwards and the axially outer end of the widest continuous working ply.